

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,491 號壹十玖百肆千叁萬壹第 日肆十貳月肆年柒十二緒光 HONGKONG, MONDAY, JUNE 10TH, 1901. 壹拜禮 號十月陸年壹零九千壹港幣 PRICE, \$21. PER MONTH INSURANCE

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The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

**A. H. MANCELL,**  
Secretary.

Hongkong, 23rd May, 1901. [1326]

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**MANAGER.**

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**W. H. G. MORDEY, Manager.**  
Hongkong, 20th May, 1901.



## INTIMATION.



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**A. S. WATSON & CO.**  
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THE HONGKONG DISPENSARY,  
HONGKONG.

Hongkong, 31st May, 1901.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address Press—A.B.C. Code.  
P.O. Box 33. Telephone No. 12.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 10th June, 1901

Our London correspondent's telegram received yesterday is to the effect that the representatives of the Powers in China are not yet agreed as to several points in connection with the indemnity which that country is to pay. One of these points is the advisability of stipulating that the whole of the Chinese Empire shall be thrown open to foreign trade instead of the proposed increase of the Tariff. This proposal was made by Mr. ROCKHILL, the United States Commissioner, and it is understood that Japan is in favour of it. The British representative, Sir ERNEST SATOW, we are told, opposes it. If we understand the American proposal rightly, the throwing open of the whole of the Empire to foreign trade by the large increase which it will bring into the Imperial exchequer is to take the place of any augmentation of the existing Tariff. This general opening of China to foreign commerce is a necessity of the future, and no one can deny that the Powers should do all that they can to facilitate the process. The only question at issue is whether it can be brought about at once. Up to the present, even the opening of the inland waters to foreign trade and navigation, nominally conceded to Sir CLAUDE MACDONALD, has never been effective. Mr. ROCKHILL's proposal is wider still in its scope. Its opponents, no doubt, question whether the time is yet come for such a sweeping change. We have no means at present of ascertaining how Sir ERNEST SATOW formulated his objections to the American proposal. It is unfortunate that, at the present crisis in the history of China's intercourse with the rest of the world, Great Britain is not represented by a man who inspires confidence in British residents in China. Without wishing to cast any reflections on Sir ERNEST SATOW,

we must recognise that it is becoming daily more evident that a statesman whose previous career would inspire more personal respect is urgently required to represent British interests in Peking. It may be doubted whether Sir ERNEST SATOW has ever developed a financial instinct, and the important questions now at issue are almost entirely financial. Among those who are engaged in the task of settling them there is a strong party who care but little about the commercial development of China, in which the nations whom they represent are likely to play little or no part. Britain, Germany, the States, and Japan, on the contrary, are very much interested in the matter. Yet only the two latter seem to act upon any definite line of policy which promises to secure the future of China in relation to the rest of the world. The majority of the Powers' representatives are only too willing to maintain the *status quo* with such few modifications as they cannot avoid. That any commercial nation should acquiesce in such a policy only indicates the badness of her advisers.

The French mail of the 6th May was delivered in London on the 6th inst.

The foundation stone was laid yesterday morning of the proposed new *Dharmala*, or temple, for Hindus and Sikhs at Happy Valley.

We have received a letter signed "Disgraced," the writer of which has not forwarded his name as a guarantee. We are therefore unable to publish it.

It is notified in the *Gazette* that Mr. Galicano Apacible has been added to the register of qualified medical and surgical practitioners in the Colony.

Owing to repairs in progress at the City Hall, the weekly prayer-meetings in connection with the Hongkong Christian Union will not be held until further notice.

We call our reader's attention to the notice of the Royal Hongkong Yacht Club appearing in another column. The general meeting is to be held to-morrow, when the proposal to establish a one-design class will be considered.

The coroner's inquest on the body of Wong Po, the murderer, who died in Victoria Gaol on the 6th inst., resulted in a verdict of death from malignant malarial fever after premature childbirth. The woman remained unconscious till she died.

From the returns of the Subordinate Court for 1900 it appears that 14,031 cases, involving 16,696 prisoners, came under the cognisance of the Police Magistrate's Court during the year. 13,149 males and 501 females were convicted and punished, 2,416 males and 235 females discharged, 131 males and 5 females committed for trial at the Supreme Court, and 11 males committed to prison or detained pending orders of H.E. the Governor.

The damage by the fire at 292, Queen's Road Central on Friday night is estimated at \$15,000. The premises, a paper and stationery shop, are insured for \$21,100—the Transatlantic Company (of which the local agents are Messrs. Siemens & Co.), \$8,600; the Chung On, \$8,000; and the Tung On, \$7,100. The owner of the adjoining house, No. 290, claims \$7,000 for water damage. These premises are insured for \$40,000. The cause of the outbreak is unknown, but it is believed to have been accidental.

According to a Shanghai paper, the fatal *franco* in the Taka Road, Tientsin, on the 2nd inst. was owing to a number of intoxicated French and German soldiers coming into conflict with the British picket, composed of a corporal and ten men of the Royal Welsh Fusiliers. The picket were attacked with bayonets and held their own for some time without resorting to their rifles, wounding him were eventually compelled to fire, wounding him a dozen of the French and killing two Germans. A couple of the Fusiliers had previously been badly cut about.

An official despatch from Peking, says the *N. C. Daily News*, states that Prince Ching is strongly opposed to using the salt revenue for paying off the indemnity, and to this end has decided to ask the Throne to allow certain economies to be effected in the Imperial Household Department and other Metropolitan Government expenses, amounting in all to some 5 or 6 million taels per annum, and then by effecting other economies in the provincial governments procure some 4 or 5 million taels more. In this way a saving of about 11 million taels can be obtained without much trouble, thereby saving the salt revenue of the Empire to defray the regular expenses of the Empire itself.

On Saturday, at 4 p.m., a meeting of the principal Chinese merchants was held at the office of the Chinese Commercial Union, 30 and 32, Des Vœux Road Central, to discuss the advisability of adopting H.E. the Governor's suggestion regarding the construction of Chinese tenement houses according to the new plan, laid before the Sanitary Board at its last meeting. A good many of the native merchants were present, including Mr. Fung Wa Chuen, who was in the chair, and a lively discussion was indulged in. The Commercial Union, it is told, has been formed merely with a view to helping to enlighten the Government on future legislation by gathering the opinions of the Chinese residents of every class, and laying them before the Government through their representatives.

The Chief plague regulations against Amoy and Hongkong are published in the *Gazette*.

The U.S. flagship *Kentucky*, with Admiral Kempff on board, was expected at Woonsoing on the 6th inst. The *N. C. Daily News* learn that it is intended by the U.S. Government to reduce its naval squadron in these waters by twelve vessels.

An anti-rabies institute has been established at Hanoi, in which many patients have been treated for hydrophobia. The disease is found to be less virulent there than in France. It takes a longer time in Tonkin in which to prove fatal.

The Tientsin *Joh-jeh Shuen* confirms a recent statement that an Imperial decree has been lately issued appointing Lo Feng-lu, at present Chinese Minister to the Court of St. James, and H. H. Shon-peng Chinese Minister to Corea, at present in Peking, to be Vice-Presidents of the newly sanctioned Board of Foreign Affairs in place of the abolished Taungli Yamén.

A Tokyo telegram of the 1st inst. to Shanghai says:—The new Cabinet has been formed by General Viscount Katsura, as Premier, the distribution of the more important portfolios being—Home Affairs, Baron Utsunomiya; Foreign Affairs and Finance, Mr. Sone; Justice, Mr. Kiyomasa; Communications, Viscount Yohikawa; Agriculture and Commerce, Mr. Hirata; Education, Dr. Kikuchi. The Ministers for the Navy and Army are as before, that is, for Navy, Admiral Yamamoto, and for Army General Baron Kodama. Practically the new cabinet has been reconstructed from those statesmen who served under Field-Marshal Marquis Yamagata.

The recent oil discovery in Texas is expected, radically to influence the English coal question. The Southern Pacific Railway, with a total of 7,000 miles, has decided to change from coal to oil fuel on all its locomotives. Other lines touching the oil regions are expected to follow suit, and it is proposed also that all steamers entering Laporte and Galveston shall take oil as fuel. This, it is claimed, will be an economy alike in price and space. The oil can be carried in the ballast tanks, and will allow the bunker space to be utilised for an additional amount of cargo. A portion of the English bunker coal demand will consequently be withdrawn. Southern newspapers in the States are said to be jubilant that the British Government's action with regard to the price of export coal is thus frustrated.

The *Universal Gazette* hears that the two Courts are coming to Peking, via Shénchow, Honanfu, crossing the Yellow River at Meng-chin to Huai-ching, Wei-hui, Changte, Shunte, Chengting and Peitangfu. The Empress Dowager does not want to go on at once to Peking, but desires to remain for a time at the capital of Honan, permitting the Emperor to go ahead, and begin personal government. Over twenty stopping-places must be got ready. Each stage will cost 80,000 taels, a total of 1,600,000 taels, which the provincial authorities are asked to provide. The former report about the actual construction of the telegraph along the proposed route was premature. It is now said that a certain high official has urged that a line be constructed from Tungkuang to Honan, north of the Yellow River and so on to Peking. The Shanghai *taien* is ordered to provide three thousand taels towards the expenses of the Imperial progress to Peking.

We have received a copy of the fiftieth annual report of the Western Assurance Company of Toronto and London, of which Messrs. W. Meyerink & Co. are the local agents. The premium income last year, after deducting the amount paid for re-insurances, was £259,340 and the earnings from interest were £15,533. The total losses incurred during the year amount to £224,866. After providing for losses and for current expenses, the revenue account shows a profit balance of £2,693, in spite of the disastrous fires which have occurred during the year. The total amount paid by the company for losses in the Ottawa and Hull conflagration in April last, was £37,496. Of this amount, however, £11,909 was recovered on account of re-insurances. The directors call attention to the financial position which the company occupies at the beginning of the second half-century of its corporate existence—offering, as it does, the following security to its policy-holders:—Capital paid up on 31st December, £339,505; capital in course of payment, £72,173; total capital, £410,678; reserve fund, £208,912; total funds, £619,590.

The work of registering domestic servants has been proceeding quietly till within the past few days, when there have been several refusals, says the last copy to hand of the *Bangkok Times*. It is difficult to understand the "kongkree" system of this class of Chinese. They have their clubs, or societies, but plainly they cannot be one big powerful society that decides all questions affecting members generally. The Singapore police believe that such a society exists there, but if there had been one in Bangkok it would have been bound to approve, or disapprove, of registration at the outset. And there has been no general order issued. One may doubt if any servant has welcomed the scheme, but the majority have not disapproved of it strongly enough to give a point blank refusal when it has come to the point. H. B. M. Chargé d'Affaires had no servants last night, as he declined to register. But awkward, as that sort of thing is, it is well worth, while putting up with it in order to get this scheme through. A large measure of success is now assured, but as the supply of good servants is none too large it is really important that every one should be included, and the thing has gone so far now that employers have got it in their power, now to effect that. But probably some more will have to suffer inconvenience.

The *Daily Graphic* of the 2nd May has some interesting sketches relating to the railway siding dispute at Tientsin.

At the dinner given to him by the Lyons Chamber of Commerce, M. Doumer spoke much of the great future in store for Indo-China, "the base of French action in the Far East." The Governor-General was most cordially fetted.

Prince Nara of Siam proposes to construct a light railway from Bang Kamot to Phrabat. This line will start from the station on the Lopburi line nearest to the famous shrine, and will also be continued beyond Phrabat, to the vicinity of Phra Nara's old palace. Altogether the length will be about 35 kilometres. The pilgrims to Phrabat who go by train are at present left some distance from the end of their journey, and it is thought there may be money in providing travelling facilities for the remainder of the journey from where they leave the State railway.

With all respect to *Our Cats* (says a home paper), it is not in its pages that one expects to find an exciting question decided by a crowned head. Yet the summer number of that weekly is so distinguished. It is about "Siamese Tails" and the King of Siam has not doubt at rest by declaring that the pure-bred Royal cat of Siam has not a kink in its tail. The King's private secretary expands this intelligence with the remark that "occasionally a tramp cat of Malay origin strayed in, and the Royal Siamese got a Malay cross which produced a kink." So the kink is solved, and an anxious people breathes again.

The 76th annual meeting of the Scottish Union and National Insurance Co., has been held at Edinburgh. The report stated that during 1900, 878 new life policies had been issued, amounting to £390,625, and yielding in premiums £14,598. The life and annuity funds amounted to £4,002,992. The fire premiums received amounted to £573,271 and the claims were £396,749. A dividend was declared at the rate of 16 per cent. with bonus of 14 per cent., leaving a balance of £3,748 to be carried to next year's account. The total funds amounted to £4,993,482. The report was approved of. The Hon. James W. Moncreiff and Mr. Keith R. Maitland directors, who retired by rotation, were re-appointed. Mr. James A. Molleson, C.A., was re-elected auditor.

An *Express* correspondent at Port Stanley, in the Falkland Islands, sends some remarkable details of the capture by the crew of the second-class protected cruiser *Flora* of a colossal sea-elephant. While the commander of the *Flora* was going ashore the monster charged the whale-boat and capsize it, and on the following day nine boats were manned and dispatched to capture the assailant. "After an exciting day's sport we drove the monster on to the beach, and after a contest—in the course of which several blue-jackets were badly hurt by fragments of rock which were hurled about by the brute in killing it. It was a gigantic specimen of *macrorhinus elephanti* or *proboscideus* measuring just under 40ft. long and weighing over thirteen tons. It has a trunk 4ft. long, and a general conformation closely approaching that of the ordinary elephant, save that there are huge fins in place of legs. The commander of the *Flora* has despatched the ribs, head, and trunk of the monster to the British Museum. The ordinary sea-elephant is common enough in these waters (Falkland Islands), but rarely runs to more than 20ft. in length, nor is the proboscis as a rule anything more than a snout. In this specimen it is prolonged to an extraordinary extent."

With reference to the expedition from the Liverpool School of Tropical Medicine, which is to spend a year in trying to rid some malarious West African town of its mosquitoes, a correspondent writes to the *Times*:—"Since Manson and Ross worked out the development of the malaria-parasites in mosquitoes in 1898, and since their work was confirmed by Koch and Daniels, several methods of prevention of malaria have been proposed. Professor Koch's method consists in cinchonising a whole population; but this procedure is scarcely possible under British forms of government, although it has already proved successful in some German possessions. Another method consists in combining Koch's method with the careful protection of houses by wire-screens to the doors and windows. It must certainly succeed, as proved by Manson's well-contrived Campaigna experiment of last year, and has indeed already succeeded in parts of Italy; but the cost of supplying gauze-screens to all the houses, or even to the principal houses, in a large malarious city will be very large, and, moreover, the screens will probably prove intolerable in the stifling heat of the tropics. Segregation of Europeans has also been advocated, but will be expensive, and sometimes impossible. While all these methods are likely to be very useful under special conditions, the most promising way of dealing with urban malaria is the way proposed by Major Ross two years ago, and now going to be attempted for the first time on a sufficient scale. It is often stated that mosquitoes cannot be exterminated; but there is no evidence to this effect, because no adequate experiment has yet been made to exterminate them. On the other hand, it is certain that they can be largely reduced in numbers by very simple methods; and the chance of infection will be reduced in a corresponding ratio. The measure promises considerable advantages over its rivals. It will protect all classes alike. It will obviate the necessity of people being half-suffocated in screened houses, or of continually taking a disagreeable drug, or of building new settlements. It will add largely to the mere comfort of life in the tropics, where mosquitoes are a constant pest, and in the long run it may turn out to be the cheapest measure of all."

Captain S. P. James, T.M.S. *Madras*, has been selected to assist in the investigations of Doctor Christopher and Doctor Stephens, who have been deputed to India by the Malaria Committee of the Royal Society to study malarial fevers in India.

Admiral Rodgers, who is now at Cavite on his flagship the *New York*, has been detailed by the Navy Department at Washington to represent the United States at the unveiling of the Perry monument on July 14th at Mississippi bay, Yokohama. It is expected that the Admiral will sail from Cavite on or about the 20th inst. This selection of Admiral Rodgers is very fitting, says the *Manila Times*, as he is a grandson of Commodore Perry. Admiral Beardsley (retired), who is now in Japan, and who has been one of the chief workers in the erection of this monument, was with Commodore Perry when he first landed in Japan. The unveiling of this monument is to be made a national event by the Japanese Government, who have detailed representatives of both the army and navy to be present. It will also be made a holiday by the American residents of Japan.

The following paragraph is from the *Times* of May, 1891:—"The Grand Council has sent a troop of Comedians and a detachment of Republican Wives to this division, which is called the Right Fin of the Army of Subversion (*Armée Subversive*). There is also an Army of Superintendence, which will descend in balloons at the same moment the Mining Army breaks ground in Kent, and co-operate with it. And it is said that the Institute have demanded all the oils, brandies, spirits, and distilleries of every description, to be put in requisition, with which the wind serving the Channel is to be ignited; and all the ships in all our harbours will be consumed with the same tide. This project is declared to be infallible, and the author of it has received a *brevet d'honneur* from General Bonaparte and the Prefecture of the Coasts which will so shortly be connected under ground with the department of Great Britain." The style of the *Times* has indeed changed in one hundred years.

On the 27th ult. there was a volunteer field-day at Penang. The local *Gazette* tells a tale of a "bravo deed" performed by one of the volunteer at the close of the manoeuvres. It seems that this gentleman, imagining himself on a battlefield, rode rashly forward towards the line of fire, picked up an imaginary wounded soldier and amidst a perfect storm of imaginary shot and shell, and amid the ringing plaudits of the assembled visitors, brought the wounded (but still living) man to the comparative safety of the Golf Club. There, says our contemporary, by an extraordinary coincidence, an imitation Victoria Cross happened to be on hand, which some ladies presented to the gallant officer in token of the universal approbation of his imaginary gallant and glorious deed, which was symbolical of the best traditions of the British army. We (but not the *Penang Gazette*) leave the hero's name in the obscurity which his modesty would no doubt prefer.

Mr. G. H. MacDermott, who died at Clapham last month, was a much more various and capable man than many of the kings of the music-hall who ruled before him, says the *Outlook*. Yet he never would have been the "Great MacDermott" but for the aggressive "Jingo" chorus to his famous song. He neither wrote nor composed the song, and when asked to sing it was doubtful of its success. Unless memory plays us false, he tried it experimentally at an afternoon performance, and, encouraged by its reception, carried it into the evening bill. Thence it spread like the Great Fire of London. The final line—"The Russians shall not have Constantinople"—would have damned any ordinary music-hall ditty; but "By Jingo, if we do," and "We've got the ships, we've got the men, we've got the money too," carried off that weakness. Yet even these were borrowed from a song entitled "Napoleon talks of war, boys," in 1858-60, at the beginning of the Volunteer movement.

## THE PLAGUE.

During the 24 hours ending at noon on Saturday there were reported 25 fresh cases of plague (23 Chinese, one other Asiatic, and one European) and 24 deaths (all Chinese). The European mentioned is Mrs. Varcoe, 3, Wild Dell, who, as we intimated in our issue of Saturday, was removed, with her child, to Kennedy Town Plague Hospital on Friday.

A second lunkong has been admitted to Kennedy Town from the Central Police Station suffering from plague. He was admitted to the Government Civil Hospital on the 4th inst. in a high fever, which latterly developed into plague. He was sleeping at the Central Police Station in the bed next to that occupied by the lunkong first afflicted with the disease.

We have received a letter from Mr. R. D. Vanis, in which he says:—"On the perusal of your paper of the 8th instant, I found in your plague information some remarks regarding the expenses from the Parsee Charity Fund, which if I pass unnoticed will leave a bad impression on the public mind. The Parsee Charity Fund is only for the general use of the Parsee Community and not for individuals, therefore any expenses incurred for my sole benefit will be charged to me and not, as stated, to the Fund." Mr. Vanis desires us to convey his thanks to all who have helped him, as well as to daily enquire: "Progressing favourably?" is his answer to the latter.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 8th June, 9.10 a.m.

## ANOTHER TERRIBLE MASSACRE OF PRIESTS AND CONVERTS.

The Italian Legation at Peking has received the news of the massacre in April last of 15 Belgian priests and all their male converts on the Mongolian border.

SHANGHAI, 9th June, 7.20 p.m.

## COURT'S DEPARTURE FIXED.

An Imperial decree issued on Friday, the 7th instant, appoints the 1st September as the date in which the Court will leave Hsianfu for Peking.

LONDON, 8th June, 10 p.m.

## MINISTERS DISAGREE AS TO TIME LIMIT.

It is stated that the Ministers of the Powers are still lacking unanimity on several points in connection with the indemnity. Notably is this the case in the matter of the time limits for payment. China is willing to place the limit at 40 years for the last payment. Several Ministers favour a longer period.

## THE OPENING OF CHINA.

Mr. Rockhill, representing the United States, insists upon the advisability of stipulating for the opening of the whole country to foreign trade instead of increasing the Tariff. Japan is understood to favour the proposal. Sir Ernest Satow opposes it.

## THE WAR IN SOUTH AFRICA.

LONDON, 8th June, 10 p.m.

## MRS. BOTHA'S MISSION.

Mrs. Botha has arrived in England. She refuses all information as to the object of her visit.

## REUTER'S SERVICE.

LONDON, 6th June.

## SOUTH AFRICA—CASUALTIES DURING MAY.

Official returns show that 724, including 25 officers, were killed or died in South Africa during May.

MR. BRODRICK ON THE SITUATION. Mr. Brodrick, speaking at a dinner given to the South African Civil Surgeons, said there was no ground for despondency in the situation. He thought the War had shown that the British troops were not more trained than those of the Continental armies, and that experience in China had proved that foreigners had plenty to learn from us.

LONDON, 6th June.

## SOUTH AFRICA.

A portion of Beyer's commando was surprised by the British near Warmbaths. The enemy fled after a stubborn resistance, losing 37 killed and practically all the transport and supplies. The British losses were 7 killed and 18 wounded.

LONDON, 7th June.

## REMOUNTS FOR THE TROOPS IN SOUTH AFRICA.

The Committee of Supply in the House of Commons has voted £1,577,900 for transport remounts for the British troops in South Africa.

## LORD KITCHENER'S FORCES.

Lord Kitchener has now between fifty and sixty thousand well-mounted troops in the field.

LONDON, 7th June.

## THE OAKS.

The following is the result of the race for The Oaks Stakes:—

Cap and Bells	1
Sabinella	2
Minnie Dee	3

The three first past the post were ridden by American jockeys.

## AUSTRIA AND HER BOER SYMPATHISERS.

Count Gouchevski speaking in reply to an Austrian delegation of Boer sympathisers, said that he could not entertain the idea of convoking the Hague Convention for the purpose of mediating between Great Britain and the Boers, and that he had no desire to do anything unfriendly towards Great Britain, with which country the Austrians wished to live in peace and friendship.



## NOTICE TO CONSIGNEES.

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## NEW ADVERTISEMENTS

## NOTICE.

**M. R. AHMED JOOSAR** being about to leave for Bombay, Mr. ABDULL RASOOL CASSAM will conduct the Business and Sign the names of our Firm in China from this date.

C. ABDULLA & CO.

Hongkong, 8th June, 1901.

ROYAL HONGKONG YACHT CLUB.

**THE GENERAL MEETING** on TUESDAY, the 11th instant, the following Resolutions will be proposed.

1.—That a one-design class be established.  
2.—That it be referred to a Special Committee to consider and report upon the design to be adopted, and the rules and conditions to be laid down, with regard to such one-design class.

F. KOE, Major.

Hongkong, 10th June, 1901.

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction,

on WEDNESDAY, the 12th JUNE, 1901, at 3.30 p.m., at his Sales Rooms, Queen's Road,

SUNDY HOUSEHOLD FURNITURE, &c., OFFICE DESKS, WRITING TABLE, BOOKCASE, COPYING PRESS, &c., CROCKERY, GLASS and PLATED WARE,

CARPET, PICTURES and ORNAMENTS, PIANO, BICYCLE, COOKING STOVE, PERAMBULATOR, &c., &c.

Terms of Sale:—As by Customary. Y. I. REMEDIOS, Auctioneer.

Hongkong, 10th June, 1901.

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction,

THE VALUABLE LEASEHOLD PROPERTY situate on Section A of Island Lot No. 25 and the Remaining Portion of Section B of Island Lot No. 76 and being No. 1, Ladder Street and Nos. 1, 3, 5, 7, 9 and 11, Lower Lascar Row.

on SATURDAY, the 15th day of JUNE, 1901, at 2.30 o'clock in the afternoon in SEVEN LOTS on the Premises.

For further Particulars and Conditions of Sale, apply to

MESSERS. HUGHES & HOUGH, Auctioneers, or to

MESSERS. MOUNSEY & BRUTTON, Solicitors for the Vendors.

Hongkong, 10th June, 1901.

## IN THE MATTER OF ORDINANCE

No. 2 of 1892.

AND In the Matter of the Petition of DAVID GILMOUR of Dundas Street in the Town of Trenton in the County of Hastings in the Province of Ontario, Canada, Lumber Manufacturer, for LETTERS PATENT for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in the Manufacture of Lumber" for which Her late Majesty's LETTERS PATENT were on the 6th day of September, 1899, granted to the said DAVID GILMOUR.

NOTICE IS HEREBY GIVEN that the Petition Specification and Declaration required by the above cited Ordinance have been duly filed in the office of the Colonial Secretary of Hongkong and that it is the intention of the said DAVID GILMOUR to apply at the sitting of the Executive Council hereinafter mentioned for the exclusive use within the said Colony of Hongkong of the above-named Invention.

And Notice is hereby also given that a sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Council Chamber at the Government Offices, Victoria, Hongkong, on MONDAY, the 17th day of JUNE, 1901, at 11 A.M.

Dated the 8th day of June, 1901.

STEPHENS & THOMSON, 18, Bank Buildings, Hongkong, Solicitors for the said DAVID GILMOUR.

1458

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## NEW ADVERTISEMENTS

## GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION LISTS for the Colony for 1901-1902 will be OPEN TO INSPECTION at the Treasury for Twenty-one days, commencing on MONDAY, the 10th June, 1901.

By Command.

T. SERCOMBE SMITH, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 5th June, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

"KLAUTSCHOU,"

OF THE HAMBURG-AMERIKA LINE, Captain P. Lueschlos, due here with the outward German Mail about the 12th instant, will leave for the above places about 21 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHERS & CO., Agents.

Hongkong, 10th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 10th inst. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th June, 1901.

17

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction (under the Bill of Sale),

FOR ACCOUNT OF THE CONCERNED, TO-DAY (MONDAY), the 10th JUNE, 1901, at 2.30 P.M., at No. 17, Des Vaux Road (above the Office of the P. & O. S. N. Co.),

SUNDY OFFICE FURNITURE, (comprising:—

TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, ONE LARGE COPYING PRESS and STAND, BOOK RACKS &c., &c.)

Also, One REMINGTON and One HAMMOND'S TYPEWRITERS and One Large IRON SAFE by Phillips & Sons, London; And

A Quantity of COMMERCIAL CODES. Terms:—As Usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 6th June, 1901.

1434

## PUBLIC AUCTION.

**THE** Undersigned will sell by Public Auction, TO-MORROW (TUESDAY),

the 11th JUNE, 1901, at 3.30 P.M., at his Sales Rooms, Duddell Street,

A QUANTITY OF HOUSEHOLD FURNITURE (Particulars can be seen from Catalogues); And

SEVERAL ENGLISH-MADE EASY CHAIRS. On View on Monday, the 10th June. Catalogues will be issued.

TERMS:—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

Hongkong, 8th June, 1901.

1449

## THE PEAK CHURCH

**THE** ANNUAL MEETING of WORSHIPERS at the PEAK CHURCH will be held at St. PAUL'S COLLEGE, TO-MORROW (TUESDAY), the 11th JUNE, at 4.30 P.M.

BUSINESS. 1. To pass the Accounts.

2. To adopt the Report.

3. To elect a Committee.

F. T. JOHNSON, Acting Hon. Secretary.

Hongkong, 8th June, 1901.

1447

SINGING, PIANO, MANDOLINE, AND GUITAR.

**SIGNOR CATTANEO**, having returned to the Colony, has resumed Tuition.

TERMS:—\$10 per Month. (Two Lessons per Week). Application may be made by intending Pupils through the ROBINSON PIANO CO. Hongkong, 22nd April, 1901.

1078-1

## GOVERNMENT NOTIFICATION.

**THERE** are TEMPORARY VACANCIES in the Colonial Secretary's Office for:—

(1) A TYPEWRITING CLERK—Salary \$100 a month. The applicant must be able to typewrite rapidly and correctly, and must possess a good knowledge of English.

(2) AN OFFICE CLERK—Salary \$80 a month. The applicant must possess a good knowledge of English, and must be a man of intelligence and good character.

Engagements will be terminable at one month's notice on either side. Applications in own handwriting with the usual Certificates should be sent to the Acting Colonial Secretary not later than the 15th inst.

By Command.

T. SERCOMBE SMITH, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 5th June, 1901.

1435

## CANDIDATES FOR POLICE IN NAVAL

YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age.

Apply with Papers to—

COMMANDER, H. M. Naval Yard.

Hongkong, 25th April, 1901.

1106

## TO LET.

## TO LET.

POSSESSION APRIL 1st.

**N. O. 1. STEWART TERRACE.**

Apply to—

J. W. NOBLE.

Hongkong, 6th March, 1901.

1661

## TO LET.

**IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRAYA EAST.**

Apply to—

I. P. MADAR.

Hongkong, 8th June, 1901.

1450

## TO LET.

**4, ELLIOT CRESCENT, ROBINSON ROAD, FURNISHED, for THREE MONTHS from the middle of June, or UNFURNISHED for a longer period.**

Apply to—

MOUNSEY & BRUTTON.

Hongkong, 27th May, 1901.

1340

## TO LET.

**N. O. 2. QUEEN'S GARDENS, till 15th August, 1901, FURNISHED.**

Apply to—

S. J. DAVID & CO.

Hongkong, 8th June, 1901.

1451

## TO LET.

**WITH IMMEDIATE POSSESSION, N. O. 9, SEYMOUR ROAD.**

Apply to—

S. B.

Care of Daily Press Office.

Hongkong, 14th March, 1901.

740

## TO LET.

**HOUSE at MOUNT KELLET SPUR, now in occupation of H. MATHESON BROWN, Esq.**

Apply to—

LINSTEAD & DAVIS.

Hongkong, 27th March, 1901.

876

## TO LET.

(From 1st April next).

**TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at HELDER'S BAY on M. Lot 243.**

Apply to—

JOSEPH & CO.

Hongkong, 26th March, 1901.

865

## TO LET.

**A HOUSE in RYON TERRACE.**

HOUSES at LIGHTON HILL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd May, 1901.

166

## TO LET.

**TWO ROOMS on the GROUND FLOOR, BELLIOS TERRACE, No. 6, with Dependencies.**

Apply to—

J. ULLMANN & CO.

Hongkong, 1st June, 1901.

1400

## TO BE LET.

**NEWLY-BUILT HOUSES on ROBINSON ROAD and MOSQUE JUNCTION. Immediate possession.**

Apply to—

H. L. NORONHA.

Executor of the Estate of the late D. Noronha.

Hongkong, 22nd May, 1901.

1308

## BOARD AND LODGING.

**MRS. G. W. WATLING,**

No. 1, QUEEN'S ROAD EAST.

Hongkong, 8th June, 1901.

1445

## BOARD AND RESIDENCE.

**MRS. GILLANDERS**

"GLENWOOD,"

21, CAINE LANE.

Hongkong, 20th September, 1900.

869

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED ROOMS, with Board.**

Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1892.

1892

## BOARD AND RESIDENCE.

**MRS. SIDNEY JEFFREY,**



HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BUILDERS

KANG ON.  
Contractor: 30, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

THE PHARMACY.  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Aca-  
demic Waters, Dealers in Photographic  
Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Factman's Kodak Films and Accessories;  
17a, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo

## PHOTOGRAPHERS

A FONG.  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; 106 House Street.

MEE CHEUNG.  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

M. MUMBEY, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Shipchangers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.  
Navy Contractors, Ship Changers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

KWONG HANG & CO.  
Shipchangers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.

MORE & SEIMUND,  
43 and 45, Des Voeux Road, Shipchangers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Commission (Grey-  
hound Brand) and Blandell,  
Spence & Co.'s Commission.

## TAILORS

R. HAUGHTON & CO.  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.

## WATCHMAKERS

DROZ & CO.,  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES at  
16, Queen's Road Central  
(R. HAUGHTON & Co.)  
(Nearly opposite the Hongkong Hotel).  
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases  
affecting those advancing in life occur to  
those having some deficiency in the construction  
of the eyes—the many years of 'Eye Strain'  
ending in serious forms of disease. Glasses  
specially adapted in youth to those requiring  
them save and preserve the sight.

Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together; any of these symptoms indi-  
cate a deficiency in the form of the eye requir-  
ing Glasses only to correct and cure.  
Mr. LAZARUS supplies his SPECTAC-  
LES only after testing the sight.

## ADVICE FREE.

QUAN WAH & CO.,

ITALIAN MARBLE AND GRANITE  
MONUMENTS.  
DESIGNS & PRICES ON APPLICATION  
at No. 1, Queen's Road East, Hongkong  
Hongkong, 17th October, 1899. [1044]

## WING CHEONG,

DEALERS IN  
JEWELRY, PEARLS, DIAMONDS,  
CURIOUS, JADESTONE ORNAMENTS,  
BRONZES AND CARVED IVORY WARE,  
FINE SILKS AND GRASSCLOTHS.  
General Exporters of  
ANISEED AND CASSIA OILS,  
&c., &c., Stock always on Hand.  
AN INSPECTION IS RESPECTFULLY SOLICITED.  
Note.—We beg to announce that we also  
Buy all kinds of Curios at Moderate Prices.  
1 & 3, D'AGUIAR STREET  
(Behind Hongkong Dispensary).  
Hongkong, 18th April, 1901. [1056]

## NOTICES OF FIRMS

## DISSOLUTION OF PARTNERSHIP.

THE PARTNERSHIP hitherto existing be-  
tween us, the undersigned, under the Firm  
name of CARMICHAEL & BARLOW has been  
dissolved by Mutual Consent, as from the  
1st day of June, 1901.

H. F. CARMICHAEL.  
B. J. BARLOW.  
Hongkong, 6th June, 1901. [1433]

## NOTICE.

THE PARTNERSHIP in our Firm of Mr.  
HENRY CRAWFORD and Mr. JOHN  
MCALLUM expired on 31st March, 1901.  
Mr. ALFRED HOLLAND SKELTON,  
Mr. DUNCAN CLARK and Mr. FRANCIS  
CUMING WILFORD were admitted as  
PARTNERS on 1st April, 1901.

LANE, CRAWFORD & CO.  
Hongkong, 5th June, 1901. [1422]

## THE NEED

OF  
MUNICIPAL FREEDOM  
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HONGKONG.

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BUTCHER'S Kowloon Store.

Hongkong, 30th May, 1901. [1383]

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NEW PIANOS

## GUARANTEED FOR CLIMATE.

\$370 CASH

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Hongkong, 20th May, 1901. [1232]

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Manager.  
26, Des Voeux Road.  
Hongkong, 18th December, 1900. [1313]

## MAIL TABLES.

THE Card published at the Daily Press Office  
Contains—

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French " " " "  
German " " " "  
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Perod Post " " " "  
Calendar for 1901 " " " "

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WORKING MACHINERY, HOISTING  
MACHINERY, SAW MILLS, MACHI-  
NIST'S SMALL TOOLS, BUILDER'S  
HARDWARE, &c.

Made in America (U.S.A.)  
Prices quoted f.o.b. New York, or c.i.f.  
Hongkong.  
REUTER, BROCKELMANN & CO.,  
Hongkong.  
Hongkong, 3rd December, 1900. [125]

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PARKE & LACY CO., 21 and 23, Fremont  
Street, San Francisco, Cal., U.S.A. [732]

## AN ACKNOWLEDGMENT.

WE beg to thank Captain G. WENDING,  
of the Mackerel, belonging to Messrs.  
MILCHERS & Co., for the kindness and gener-  
osity shown to us when we were on board the  
steamer, which arrived at Hongkong on the  
4th instant from Bangkok.

The following account shows that the  
Captain is a very kind-hearted man indeed—  
On board the steamer there was a very poor  
man, named Chan Fook, with his three  
children. Chan Fook was in great distress  
when the steamer arrived at Hongkong, for he  
was penniless and unable to pay for the ex-  
penses of the trip to return to his native  
country. The Captain hearing this at once  
gave him some money out of his own pocket,  
and raised a subscription from the officers and  
passengers to help to enable him to return  
to his native country with his three children.  
We beg to publish these few lines as an  
acknowledgment of our deepest gratitude.  
THE CHINESE PASSENGERS.  
Hongkong, 7th June, 1901. [1436]

RUSSIA IN CHINESE  
TURKESAN.

The other day, commenting on the Shanghai  
report that Russia, baffled in her designs on  
Manchuria, was intriguing to get possession of  
other parts of China, we pointed out that  
Chinese Turkistan would probably be the  
territory on which the bear would next lay his  
paw. Evidence as to the persistency with which  
Russia has been quietly establishing her in-  
fluence over the district surrounding Kashgar  
is to be found in many books of Central Asian  
travels. The latest traveller to put his ex-  
periences into print is Captain H. P. Dozy,  
who, between 1898-1899, made a couple of very  
adventurous journeys into Western Tibet and  
Chinese Turkistan. The book is entitled *In  
Tibet and Chinese Turkistan*, and is published  
by Mr. T. Fisher Unwin. Captain Dozy does  
not affect literary merit, but his narrative is  
simple and straightforward, and likely to be of  
great use to succeeding travellers. His adven-  
tures were of the nature one might expect from  
the stories of those who preceded him in these  
regions. He made no important geographical  
discoveries, but was able to fill in some of the  
lesser known routes in the maps. The chief  
interest of the book, however, lies in the con-  
cluding chapters wherein are sketched some  
of the most prominent features of the political  
situation. It is an extraordinary fact that no  
traveller in Turkistan has been able to escape  
the infection of the political atmosphere.  
Whether he goes out as a sportsman or a  
geographer he finds himself before long taking  
an absorbing interest in the intrigues and  
strife of the Powers contending for supremacy  
over what is at the best of times hardly the  
desirable country in the world. The infection,  
however, we believe, is purely passive, and  
from the close contact into which travellers are  
thrown with natives and villagers, all the more  
intelligent of whom are keenly interested in  
politics. In Central Asia nothing arouses a  
greater animation among a circle of talkers  
than a discussion as to the relative merits  
of British, Russian, or native rule. There are  
indeed to be found headmen and merchants  
who can offer expression of opinion on world-  
politics. Vambéry, for instance, records his  
astonishment at hearing the Alabama question  
discussed in a remote village.

At the present moment the visible embodi-  
ments of Russian and British power in Chinese  
Turkistan are respectively M. Petrovsky, the  
Russian Consul-General and Mr. Macartney,  
who has the honour, indeed, of the title of  
"Special Assistant for Chinese Affairs to  
the Resident in Kashmir." The Russian  
Consul-General is, most travellers agree,  
a very remarkable man, who has established  
an extraordinary ascendancy over the  
Chinese, who both hate and fear him. Captain  
Dozy does not credit him with high  
intellectual gifts, but confesses that his force of  
character and strong prejudices make the  
Chinese bow and cringe before him. His be-  
haviour towards the officials is marked with  
disdain, though he expects to be treated with  
the most punctilious politeness. "While he re-  
quires subservience on the part of the Chinese,  
it was plain that he regarded as intruders  
men of other nationalities, whether settled in  
Kashgar or only visitors, and, if they were  
British, he called them spies and secret agents.  
To the Roman Catholic missionary, Father  
Hendricks, he was actively hostile, while to the  
two Swedish missionaries he showed marked  
unfriendliness." Again: "Any hint of the  
approach of a foreigner at once excited this  
man. From Projevalsk he received a telegram  
announcing the arrival of Mr. Leider Wors,  
whom Cobbold and I had met near the Kilik  
Pass, and the interest and anxiety which  
he displayed concerning this traveller, his  
nationality, the purpose of his visit, etc., was  
simply laughable. It was easy for him to  
poison the minds of the ignorant Chinese  
officials, and set them against unoffending  
British travellers, and his efforts to this end  
showed the narrow-minded Russian official."

Captain Dozy goes on to say that M.  
Petrovsky insisted that he, the writer, was  
working as the secret agent of the Government  
of India in an attempt to extend the Indian  
frontier beyond the Hindu Kush, with the  
result that the Chinese put great difficulties  
in the way of his moving about the country.  
Many people have testified to the ability of Mr.  
Macartney, but he is not supported by the  
Government as he ought to be, in  
spite of the fact that the greater part of the  
trade is in the hands of natives of India. Mr.  
Macartney has not the rank or authority of  
a consul, and is not allowed an escort, whereas  
the Russian official rides abroad blazoning in  
a uniform with decorations with an escort of  
Cossacks clattering at his back. It is not  
surprising that the Chinese make little of the  
position of an "Adviser on Chinese Affairs."  
The wonder is not that Mr. Macartney has so  
little influence, but that he has so much. The  
Chinese respect the man, but not the Power  
that he represents.

If considering the future of Chinese Tur-  
kistan Captain Dozy devotes some pages to  
the strength of the Chinese forces there. The  
soldiers are badly armed, badly fed, and  
without discipline. The "force, which cannot  
by any stretch of courtesy be called an army,"  
may be sufficient to repulse an insurrection,  
the purpose for which, according to inspec-  
tion of the doors of barracks, it exists, but its  
defence against invasion it is utterly useless.  
The province, according to the writer, is  
absolutely at the mercy of Russia, and will be  
unable to offer any resistance when it suits that  
Power to take it. So far Russian methods  
have been rather diplomatic than military.  
Captain Dozy relates an interesting story  
of a threat, if not an attempt, by Russia to  
seize Tashghana, which lies one march north  
of Tashkent, close to the junction of routes  
to Marghab, Tashkent, Kashgar, Yangi  
Hisar, and Yarkand. There is said to be  
excellent grazing in the vicinity, and Russia  
was credited with the design of forming a  
lazer there in order to attract the trade from  
the large towns. "The bazar, however," re-  
marks Captain Dozy, "would certainly have  
given place to a fort, and the traders to Cos-  
sacks." In this case the Russian attempt  
failed, but according to our traveller, the  
whole province of Sin-Chiang will sooner or  
later fall under the sway of the Northern  
Power. The benevolent Government of the  
Treaty will some day step in on some pretext to  
relieve China of an intolerable possession,  
or to protect the natives from Russian ex-  
tortion, or to quell an insurrection with  
which the Chinese troops will be pronounced  
powerless to cope. The natives themselves  
in Captain Dozy's opinion would prefer to  
remain under the dominion of China. When  
questioned, they say: "The Chinese plunder  
us, but they do not drive and hustle us, and  
we can do as they please." This opinion  
agrees with that expressed to Captain Cobbold  
who in his book *Unconquered Asia* asserts that

BEWARE  
of the Party offering imitations of  
MACNIVEN & CAMERON'S PENS.  
They come as a boon and a blessing to men,  
The Pickwick, the Owl, and the Waverley Pen.  
Sold at all Stationers. Waverley  
MACNIVEN & CAMERON, Ltd., Works,  
Edinburgh. [1430-3]

the Andjanis, or natives of Russian Turkistan,  
dialect Russian rule intensely owing to the  
harassing administration to which they are  
subject. Russian supremacy in Chinese Tur-  
kistan must, of course, cause disquiet in India.  
Armenia may not at present be able to traverse  
the Pamirs, but from Kashgar, Russia would  
have fresh opportunity for intriguing, and the  
nearer she gets to India the more will our  
prestige be lowered in the estimation of the  
border tribes, whose dread of us is the one great  
security against a Mohammedan invasion of  
India.—*Englishman*

COLLAPSE OF THE GULF  
STREAM.

A very startling piece of intelligence has  
just been announced by the Meteorological  
Office. From our youth up we have all been  
taught that the climate of the British Isles  
would be almost Arctic in its severity were it  
not for the perpetual washing of our shores by  
the warm water of the Gulf Stream, whose  
genial influence softens our atmosphere and  
ensures temperatures far above that of New-  
foundland and Labrador, on the opposite side of  
the Atlantic. Scientific men, however, can never  
leave well alone, and they delight in bowling  
over one by one all the beautiful ideas  
cherished by the multitude. It has come to  
be the turn of the Gulf Stream—at last, the  
great ocean river which generations of  
geographers and others have traced apparently  
in imagination, from the banks of Newfound-  
land across to Britain's coast and away up  
north-eastward across the Arctic circle to Franz  
Josef Land and Nova Zembla. In the North  
Atlantic and Mediterranean pilot charts for the  
month of May next, issued by the Meteorological  
Council, there is abundance of information for  
sailors on several subjects, and in the remarks  
shown by means of numberless blue arrows on  
the charts, are derived from observations extend-  
ing from 1830 to 1895. Here, indeed, is  
authority much more convincing than that of  
the armchair philosopher, who, unprovided with  
precise and numerous observations, contents  
himself with laying down the law as to what  
ought to exist in a perfect world of his own  
creation.

Based on the investigation of the immense  
quantity of data referred to, it is now stated  
that to the westward of the British Isles, be-  
tween the 50th and 60th parallels, the current  
drift in the month of May is largely to the  
west and south-west, there being no evidence  
of the north-eastward extension of the Gulf  
Stream beyond about 47 deg. N. 37 deg. W.  
Between the 30th and 50th parallels westward  
to the 30th meridian, nearly the whole of the  
surface water has a south-going movement.  
These features are probably related to the  
prevalence of Polar winds off the coasts of  
North-Western Europe at this season, the  
Gulf Stream itself weakening greatly on passing  
the Newfoundland banks and being driven off  
first to the south-east, then to the south, and  
so finally down to the tropics again. Our coasts  
are thus exposed to Arctic rather than to  
tropical influences, and it is appropriate,  
therefore, that advantages should be taken of  
the occasion to devote a chapter to the northerly  
type of the "cold spot" which affects us and  
Europe generally almost as regularly as clock-  
work every May.

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Residences. Well Situated, and Let to  
Good Tenants.  
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Hongkong, 22nd May, 1901. [1303]

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A LECTURE  
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PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY  
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Hongkong, 20th April, 1901. [1072]

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Hongkong, 5th June, 1901. [1423]

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Hongkong, 20th March, 1901. [797]

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Hongkong, 8th November, 1900. [27]

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E. O. MURPHY, W.E. SO. A.M.I. M.E.C.E.  
Hongkong, 4th January, 1901. [13]

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Hongkong.  
Hongkong, 27th July, 1897. [19]

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Otsuji, Sonoda, Tsubakuro, Yoshinotani, Yoshio, Yanokibara, and other Coal Mi-  
[1331]

SANITARY BOARD.  
OWNERS of HOUSES situated in the  
Western Division of the City of Victoria  
who have not had the PREMISES LIME-  
WASHED and CLEANSED in accordance  
with law are reminded that the period during  
which this work should be finished ends on the  
30th day of June, 1901, and the Sanitary Board  
being convinced of the necessity of CLEAN-  
LINESS in its efforts to STAMP OUT  
PLAGUE, is determined to RIGOROUSLY  
PROSECUTE any Owner in default after the  
above named date.

By Order of the Board,  
G. A. WOODCOCK,  
Acting Secretary.  
Hongkong, 1st June, 1901. [1409]

Note.—The Western Division of the City lies  
to the West of Morrison and East Street.

WO FAT & CO.  
SHIP CHANDLERS, SAIL MAKERS,  
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Hongkong, 25th July, 1900. [207]

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DOCK No. 1 (at TATEGAMI).  
Extreme Length ... 523 feet.  
Length on Blocks ... 513 "  
Width of Entrances on Top ... 59 "  
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Water on Blocks at Spring Tide 264 "

DOCK No. 2 (at MUKAJIMA).  
Extreme Length ... 371 feet.  
Length on Blocks ... 350 "  
Width of Entrances on Top ... 66 "  
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Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
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NOTICE. [611]

NOTICE.  
TENDERS are hereby called for the  
ERECTION OF BRICK SHOPS at  
JESSELTON for the NORTH BORNEO  
GOVERNMENT, particulars of which may be  
seen at the Office of  
Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 14th February, 1901. [508]

THE UNDERSIGNED, being closely connected  
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LAND and PUGET SOUND, are always pre-  
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LOWEST RATES.  
SIEMSEN & CO.  
Hongkong, 14th February, 1901. [5]

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LONDON, via PORTS OF CALL	PARRAMATTA	Brit. str.	---	J. S. Stevenson	P. & O. S. N. Co.	On 2nd inst., at Noon.
LONDON	MACHAN	Brit. str.	---	C. C. Talbot, R.N.R.	BUTTERFIELD & SWIRE	On 2nd inst.
LONDON	GLENGARRY	Brit. str.	---	---	McGREGOR BROS. & GOW	On or about 29th inst.
LONDON	JAPAN	Brit. str.	---	---	P. & O. S. N. Co.	On 9th July.
LONDON	PRONETHEUS	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 13th inst.
LIVERPOOL DIRECT	HAMBURG	Ger. str.	---	P. Magin	---	On 13th inst., at Noon.
BREMEN, via PORTS OF CALL	SOCOTIA	Brit. str.	---	T. Hide, R.N.R.	---	On or about 15th inst.
MARSEILLES & LONDON	SHINANO MARU	Jap. str.	---	G. E. P. Cook	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MARSEILLES, via PORTS OF CALL	NATAL	Freem. str.	---	Bous	---	On 17th inst., at 1 P.M.
MARSEILLES, via PORTS OF CALL	HITACHI MARU	Jap. str.	---	G. Anderson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
MARSEILLES, via PORTS OF CALL	WITTENBERG	Ger. str.	---	Hempel	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVER, BREMEN & HAMBURG	NURNBERG	Ger. str.	---	Mayer	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVER & HAMBURG	SAMBIA	Ger. str.	---	Schmidt	SANDEL, WIELER & CO.	On 25th inst.
TRIESTE, via PORTS OF CALL	INDIA	Brit. str.	---	Ghezzi	DODWELL & CO. LIMITED	On 18th inst., P.M.
NEW YORK via PORTS & SUEZ CANAL	HULLGLEN	Brit. str.	---	---	McGREGOR BROS. & GOW	On or about 20th inst.
NEW YORK via SUEZ CANAL	INDIAN	Brit. str.	---	---	JARDINE, MATHESON & CO.	On 23rd inst.
NEW YORK via SUEZ CANAL	ARABIA	Brit. str.	---	---	SHEWAN, TOMES & CO.	On or about 1st Aug.
NEW YORK	ARABIA	Brit. str.	---	---	---	Quick despatch.
VANCOUVER, via MOJIL & C.	ARABIA	Brit. str.	---	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On 23rd inst.
VANCOUVER, via SHANGHAI & C.	ARABIA	Brit. str.	---	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 23rd inst.
VICTORIA, B.C., & TACOMA via SHANGHAI & C.	ARABIA	Brit. str.	---	J. W. Ekstrand	DODWELL & CO. LIMITED	On 23rd inst.
VICTORIA, B.C., & TACOMA via SHANGHAI & C.	ARABIA	Brit. str.	---	---	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
PORTLAND (OR)	ARABIA	Brit. str.	---	---	SHEWAN, TOMES & CO.	On 15th inst.
SAN FRANCISCO via SHANGHAI & C.	ARABIA	Brit. str.	---	---	PACIFIC MAIL S. S. CO.	On 18th inst., at Noon.
SAN FRANCISCO via SHANGHAI & C.	ARABIA	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 20th inst.
SAN DIEGO, via MOJIL & C.	ARABIA	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS	ARABIA	Brit. str.	---	---	GIDE, LIVINGSTON & CO.	On 28th inst., at Daylight.
AUSTRALIAN PORTS	ARABIA	Brit. str.	---	---	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
Kobe & YOKOHAMA	ARABIA	Brit. str.	---	---	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
YOKOHAMA	ARABIA	Brit. str.	---	---	NIPPON YUSEN KAISHA	To-day, at Noon.
YOKOHAMA	ARABIA	Brit. str.	---	---	SHEWAN, TOMES & CO.	On 12th inst.
CHINKIANG & WUHU	ARABIA	Brit. str.	---	---	SHEWAN, TOMES & CO.	To-morrow, at 3 P.M.
SHANGHAI	ARABIA	Brit. str.	---	---	P. & O. S. N. Co.	On or about 18th inst.
SHANGHAI & JAPAN	ARABIA	Brit. str.	---	---	P. & O. S. N. Co.	On or about 21st inst.
SHANGHAI	ARABIA	Brit. str.	---	---	MEYER & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	ARABIA	Brit. str.	---	---	---	On 12th inst.
ANPING via SWATOW & AMOY	ARABIA	Brit. str.	---	---	---	On 19th inst., at Daylight.
FOOCHOW via SWATOW & AMOY	ARABIA	Brit. str.	---	---	---	On 19th inst.
TAMSAI via SWATOW & AMOY	ARABIA	Brit. str.	---	---	---	To-morrow, at 10 A.M.
SWATOW	ARABIA	Brit. str.	---	---	---	To-day.
MANILA	ARABIA	Brit. str.	---	---	---	To-morrow, at 5 P.M.
YAP, SAIPAN, GUAM, PONAPE, & C.	ARABIA	Brit. str.	---	---	---	On or about 6th inst.
BOMBAY via SINGAPORE & PENANG	ARABIA	Brit. str.	---	---	---	On 12th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	ARABIA	Brit. str.	---	---	---	On 21st inst., at Noon.

## SHIPPING.

## ARRIVALS.

June 8, DAYBROOK, British str., 790, Bost. Can. ton 7th June, General.—CHINESE.

June 8, PHRANANG, German str., 1,021, Cakder. Saigon 31st May, General.—MELCHERS & CO.

June 8, CASSIUS, German str., 1,634, Gerlach. Moji 1st June, Coals.—LAUTS, WEGENER & CO.

June 8, GLENFALLOCH, British str., 1,802, Bainbridge, Singapore 1st June, General.—CHINESE.

June 8, JAGUAR, German gunboat, 900, Bergu. Pakhoi 6th June.

June 8, GREY, German cruiser, 1,600, Baner. Amoy 7th June.

June 8, ARISTEA, Austrian str., 2,208, G. M. Seydlitz, Moji 1st June, Coal.—M. B. KAISHA.

June 8, CLAM, British str., 2,310, John Evans. Balik Papan (Borneo) 31st May, Bulk Petroleum.—ANNHOLD, KARBURG & CO.

June 8, HOHAO, French str., 500, Merlees. Takow 6th June, General.—A. R. MARTY.

June 8, MAIDZURU MARU, Japanese str., 877, K. Sobajima, Anping 5th June, General.—M. B. KAISHA.

June 8, TAIHUN, American str., 1,216, Patterson. Shanghai 5th June, General.—CHINESE.

June 9, ESANO, British str., 1,127, J. M. Hay. Newchwang and Chefoo 3rd June, General.—JARDINE, MATHESON & CO.

June 9, HAILAN, French str., 377, Merlees. Pakhoi and Hoihow 8th June, General.—A. R. MARTY.

June 9, HAITAN, British str., 1,183, J. S. Rosch. Swatow 8th June, General.—DOUGLAS LAFRAIK & CO.

June 9, LOONGMOON, British str., 1,092, G. S. Weigall, Manila 6th June, General.—JARDINE, MATHESON & CO.

June 9, TAPU, German str., 1,065, E. Schipper. Bangkok 2nd June, Rice.—MEYER & CO.

June 9, LOONGMOON, German steamer, 1,245, Schult, Canton 9th June, General.—SIEMSEN & CO.

June 9, WINGSONA, British str., 1,517, Seller. Canton 9th June, General.—JARDINE, MATHESON & CO.

## CLEARANCES.

At the Harbour Master's Office.

8th June.

Louis J. Kenney, Amr. sch., for Yap.

Sardis, American sch., for Manila.

Benedit, British str., for Weihaiwei.

Haimun, British str., for Swatow.

Glenfalloch, British str., for Swatow.

Tashan, British str., for Amoy.

Jacob Diederichsen, German str., for Pakhoi.

Kachidate Maru, Japanese str., for Kutchinotzu.

Dajin Maru, Japanese str., for Swatow.

Salahadi, Dutch str., for Swatow.

Universe, Norwegian str., for Moji.

## DEPARTURES.

June 8, COROMANDEL, British str., for Europe.

June 8, DONAVENTURE, British str., for Home.

June 8, TIENTSIN, British str., for Moji.

June 8, CHELYERA, British str., for Calcutta.

June 8, ANPING, British str., for Shanghai.

June 8, YUEHANG, British str., for Manila.

June 8, AMARA, British str., for Bangkok.

June 8, MARIE JENSEN, Ger. str., for Swatow.

June 8, ULA, British str., for Taku.

June 8, FRANCOIS ABAGO, French cable str., for Amoy.

June 9, DAIJIN MARU, Jap. str., for Swatow.

June 9, HAIMUN, British str., for Swatow.

June 9, TASHAN, British str., for Amoy.

June 9, SALAHADI, Dutch str., for Swatow.

## VESSELS IN DOCK.

8th June.

ABERDEEN DOCKS.—Michael Jensen.

KOWLOON DOCKS.—U.S.S. Benington, Burnside, Meade, Union, Irit, Athenian, Juno, St. Evech, Prometheus, Hothao.

MORPHOLITAN DOCK.—Colonies, Simongan, München, Pei Hoo.

## SHIPPING REPORTS.

The British steamer Longang, from Manila 6th June, had S.W. winds with rain squalls leaving Manila; approaching Hongkong N.E. winds, overcast and dull.

The American steamer Tashan, from Shanghai 5th June, had light to moderate variable winds to Brothers; thence to Breaker Point strong N.E. breeze and heavy rain; thence to port moderate E.N.E. breeze and fine and clear weather.

The British steamer Haitan, from Swatow 8th June, had light E.S.E. wind, smooth sea and cloudy weather to Chelung Point; thence to

## VESSELS ON THE BERTH

## CHINGKIANG AND WUHU.

The Steamship

"HSIEH-HO."

Captain A. A. Crawford, will be despatched for the above ports TO-DAY, the 10th inst., at Noon.

For Freight, apply to

SIEMSEN & CO.

Hongkong, 7th June, 1901.

## HAMBURG-AMERIKA LINIE.

## THE Steamship

"LOONGMOON."

Captain Schult, will be despatched for the above port TO-MORROW, the 11th June, at 3 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, 7th June, 1901.

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

"ESMERALDA."

Captain J. McGinty, will be despatched for the above TO-MORROW, the 11th inst., at 5 P.M.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Manager.

Hongkong, 7th June, 1901.

## NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUMATINO UNITED COASTERS).

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"BORMIDA."

Captain D. Costa, will be despatched for the above WEDNESDAY, the 12th June, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 30th May, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, MADRID, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

## THE Company's Steamship

"INDIA."

Captain Ghezzi, will be despatched for the above on TUESDAY, the 18th instant, P.M., instead of as previously advertised.

For information as to Freight, apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 8th June, 1901.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## FOR

STEAMERS TO SAIL ON

REMARKS.

MARSEILLES AND SOCOTIA About 15th June Freight only.

LONDON About 15th June Freight or Passage.

SHANGHAI AND SHANGHAI About 18th June Freight or Passage.

JAPAN About 21st June Freight or Passage.

SHANGHAI (Sunda) About 21st June Freight or Passage.

LONDON, &c. (Parramatta) Noon, 22nd June See Special Advertisement.

LONDON, &c. (Japan) About 29th June Freight or Passage.

LONDON, &c. (Japan) About 29th June Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 10th June, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, UPO RTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

WITTENBERG HAVRE, BREMEN & HAMBURG On 12th June Freight.

Capt. Hempel (Calling at Singapore and Colombo) On 12th June Freight.

NURNBERG HAVRE & HAMBURG On 25th June Freight.

Capt. Mayer (Calling at Singapore) On 25th June Freight.

SAMBIA HAVRE & HAMBURG On 25th July Freight.

Capt. Schmidt (Calling at Singapore) On 25th July Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

Hongkong, 3rd June, 1901.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

KAGA MARU VICTORIA, B.C. and SEATTLE MONDAY, 10th June, at 4 P.M.

J. W. Ekstrand U.S.A. via SHANGHAI, KOBE, MOJIL and YOKOHAMA

SHINANO MARU MARSEILLES, LONDON, and BARRROW, via SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 14th June, at DAYLIGHT.

G. E. P. Cook MOJIL, KOBE and YOKOHAMA TUESDAY, 18th June, at NOON.

KAGOSHIMA MARU KOBE and YOKOHAMA FRIDAY, 21st June, at DAYLIGHT.

S. Kori YAMATA MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY, 21st June, at NOON.

A. E. Moses MIKI MARU BOMBAY, via SINGAPORE and COLOMBO FRIDAY, 21st June, at NOON.

M. Yagi MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 28th June, at DAYLIGHT.

HITACHI MARU SYDNEY and MELBOURNE FRIDAY, 28th June, at 4 P.M.

ROSETTA MARU MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE FRIDAY, 28th June, at 4 P.M.

N. Tate Through Passenger Tickets and Bills of Lading issued for the Principal Cities and United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 3rd June, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
DURGE OF FIRE	3,821	J. S. Cox	June 25th
OLYMPIA	2,897	J. T. Treadwell	July 16th
GLENGARRY	3,750	W. Frakes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £42.



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.
FOR	STEAMERS	TO SAIL
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT	"RHIPHEUS"	On 13th June.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"CHANGSHA"	On 10th June.
PORT DARWIN, THURSDAY	"CHANGSHA"	On 10th June.
LAND COOKTOWN, CAIRNS,	"CHANGSHA"	On 10th June.
TOWNSVILLE, &c., &c.	"CHANGSHA"	On 10th June.
SHANGHAI	"WOOSUNG"	On 12th June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th June, 1901.

FOR YAP, SAIPAN, GUAM, PONAPE  
AND THE EASTERN CAROLINE  
ISLANDS.

THE Vessel

"LOUISE J. KENNY"  
will be despatched for the above ports on or  
about 6th June.For Freight, apply to  
B. J. BARLOW,  
Agent,  
Queen's Buildings,  
Hongkong, 4th June, 1901. [1389]THE OSAKA SHOSSEN KAISHA,  
LIMITED.FOR ANPING (VIA WATOW AND  
AMOY).

THE Company's Steamship

"MAIDZURU MARU."  
Captain K. Sudaoki, will be despatched for  
the above ports on WEDNESDAY, the 12th  
June.For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents,  
Hongkong, 30th May, 1901. [18]REGULAR STEAMSHIP SERVICE TO  
NEW YORKVIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG."HILGLEN" 14th June  
"LOWTHER CASTLE" 30th June  
"HEATHBURN" About 17th July  
"HUDSON" "  
"JUPITER" "  
"SATSUMA" "For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents,  
Hongkong, 24th May, 1901. [878-1194-988]PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.Agents for and in connection with  
OREGON RAILROAD AND NAVI-  
GATION COMPANY.Operating the New First Class Steamships  
"INDRAVELLI," "INDRAPURA,"  
"KNIGHT COMPANION,"  
between HONGKONG and PORTLAND  
(OR.), calling at SHANGHAI, NAGASAKI,  
MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELLI"  
will be despatched for Portland (Or.) on  
TUESDAY, the 18th June, 1901.Through Bills of Lading issued to Pacific  
Coast Ports and all Eastern, Canadian and  
United States Ports.For through rates of Freight and further  
information, communicate with or apply to  
ALLAN CAMERON,  
General Agent,  
or to  
SHEWAN, TOMES & CO.  
Hongkong, 24th May, 1901. [1289]THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, CONTINENTAL AND AMERICAN  
PORTS.

THE Steamship

"PARRAMATTA."  
Captain R. T. Cook, S.S., carrying His  
Majesty's Mails, will be despatched from  
for Bombay, on SATURDAY, the 22nd June,  
at Noon, taking passengers and cargo for  
the above ports.Silk and Valuable, all cargo for France, and  
Tea for London (under arrangement) will  
be transhipped at Colombo to a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transhipment.Parcels will be received at this Office until 4  
p.m. the day before sailing. The contents and  
value of all packages are required.Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.For further particulars, apply to  
H. A. RITCHIE,  
Superintendent,  
Hongkong, 10th June, 1901. [1]

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 31st Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO  
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and  
HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the  
United States and Europe.Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break their journey at any point en route.Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO EUROPE have the choice of the Overland  
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN  
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of  
24 in addition to the regular tariff rate.Passengers holding orders for OVERLAND CITIES in United States have between  
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of  
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials  
located in Asia, and to European officials in the service of the Governments of China and Japan.TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)  
are granted and will apply only to Missionaries, members of the Naval and Military  
Services, and to Consular and Diplomatic officials of Governments of China and Japan.RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid  
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and  
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months  
will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original  
port of embarkation.Passengers who do not hold round-trip tickets but who have paid full first-class fare from the  
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port  
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per  
cent from fare to San Francisco or Honolulu.Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to  
San Francisco, to Atlantic and Inland Cities of the United States, and to Mexico, Central and South America, by the  
Companies and connecting Steamers.Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages  
will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to  
address in full; value of same is required.Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold  
or over) destined to points beyond San Francisco in the United States, shall be sent to the  
Company's Office, addressed to the Collector of Customs, San Francisco.Merchandise Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is  
less than \$100 U.S. gold.For further information as to Passage and Freight, apply to the Agency of the Companies,  
Queen's Building.

Hongkong, 3rd June, 1901.

GEO. ECKLEY,  
ACTING AGENT.COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLE, MEDITERRANEAN  
AND BLACK SEA PORTS.LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.ON MONDAY, the 17th June, 1901, at  
1 P.M., the Company's Steamship  
"NATAL," Captain Bouis, with Mails,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLES via BOMBAY.This Steamer connects at COLOMBO with  
the s.s. *Armand Belin*, which vessel takes on her  
Passengers and Mails leaving that port on the  
20th instant direct to Suez, Port Said and  
Marseilles.Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 P.M.,  
Specie and Parcels until 3 P.M. on the 16th  
June. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.) Con-  
tents and Value of Packages are required.For further particulars, apply at the Com-  
pany's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th June, 1901. [2]

THE UNITED STATES AND CHINA  
JAPAN STEAMSHIP LINE.FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship"INDRANT"  
will be despatched for the above port on or  
about 25th June, 1901.For Freight, apply to  
JARDINE, MATHESON & CO.,  
Agents,  
Hongkong, 17th May, 1901. [1273]"GLEN" LINE OF STEAMERS.  
FOR LONDON.

THE Company's Steamship

"GLENHARRY,"  
Captain J. S. Stevenson, will be despatched as  
above on the 28th June.For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents,  
Hongkong, 30th May, 1901. [1381]CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "BELGIAN KING" About 20th June.

THE Steamship "BELGIAN KING" will  
be despatched for SAN DIEGO  
SAN FRANCISCO VIA MOJI, KOBE and  
YOKOHAMA on or about 20th June.Through Bills of Lading issued to any point  
in the United States.Cargo will be received on board until 5 p.m.,  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.Consular Invoices, to accompany Cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.For further information as to Freight or  
Passage, apply toBUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.

Hongkong, 10th May, 1901. [14]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARTNEY,"  
Captain Warner, will be despatched as above on  
or about the 20th June, 1901.For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents,  
Hongkong, 18th May, 1901. [1289]SHEWAN TOMES & CO.'S NEW YORK  
LINE.FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship"ARARA"  
will be despatched for the above port on or  
about 1st August, 1901.For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents,  
Hongkong, 15th May, 1901. 263

## VESSELS ON THE BERTH

THE OSAKA SHOSSEN KAISHA,  
LIMITED.FOR FOCHOOW VIA SWATOW AND  
AMOY.

THE Company's Steamship

"ANPING MARU."  
Captain S. Atsumi, will be despatched for the  
above ports on WEDNESDAY, the 19th June,  
at DAYLIGHT.For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents,  
Hongkong, 6th June, 1901. [19]EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"AIRLIE."  
Captain St. John George, will be despatched for  
the above ports on THURSDAY, the 27th  
inst., at 4 P.M.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamers of the China Navigation  
Company and vice versa.For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents,  
Hongkong, 5th June, 1901. [1427]

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEEP"  
will load for the above port, and will have quick  
despatch.For Freight, apply to  
CARLOWITZ & CO.,  
Hongkong, 3rd June, 1901. [141]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbour:CLAYBURN, British str., J. Barker.—Dodwell  
& Co., Ltd.COMPANIA DE FILIPINA, Amr. str., D. Migue-  
Orta.—Brandao & Co.EVIS J. RAY, American barque, Kater.—  
Sander, Weller & Co.RANZA, British str., Arnot.—Standard Oil Co.  
SEA WICH, American ship, Howe.—Master.

HONGKONG.

ARISTON, Austrian str., 2,208, Scopinich, June 8.  
M. B. KaishaATHONIA, British str., 2,444, Mowatt, April 8.  
C. P. R. Co.BENLID, British str., 1,487, Clarke, June 6.  
Gibb, Livingston & Co.BERNARD, Italian str., 1,480, Domenico, June 4.  
Carlowitz & Co.BURASIDE, Amr. str., 1,400, Luffin, April 14.  
U.S. GovernmentCASUS, German str., 1,634, Gerlach, June 8.  
Lauis, Wejner & Co.CHANGHAI, British str., 1,463, Moore, June 4.  
Butterfield & SwireCLAN, British steamer, 2,310, Evans, June 8.  
Arnhold, Karberg & Co.DAYBREAK, British steamer, 700, Best, June 4.  
ChineseESSAGE, British steamer, 1,127, Hay, June 9.  
Jardine, Matheson & Co.ESMERALDA, British str., 986, McGinty, June 7.  
Shevan, Tomes & Co.GLENFALLOCH, British steamer, 1,434, Bainbridge,  
June 8, ChineseHALLAN, French steamer, 377, Merlees, June 9.  
A. R. MartyHAIKON, British steamer, 1,183, Roach, June 8.  
Douglas Laiprak & Co.HOLAC, French str., 509, Merlees, June 8.  
A. R. MartyJACOB DIEDERICHSEN, Ger. str., 623, Riecke, June  
7, Jensen & Co.KONG BENG, German str., 862, Schner, June 3.  
Melchers & Co.KAGA MARU, Jap. str., 3,901, Ekstrand, June 4.  
Nippon Yusen KaishaKWANGSE, British str., 1,248, Harris, June 6.  
Butterfield & SwireLONGMOON, Ger. str., 1,245, Schuldt, June 4.  
Simsen & Co.LONGSUNG, British str., 1,086, Weigall, June 2.  
Jardine, Matheson & Co.MADEW, German str., 995, Wandig, June 4.  
Melchers & Co.MAIDZURU MARU, Japanese str., 667, Sobajima,  
June 8, Mitsui Bussan KaishaMICHAEL JOHNSON, Ger. str., 710, Jesson, June 6.  
Jensen & Co.MUNICHEN, German str., 4,691, Krebs, May 28.  
Melchers & Co.NIPPON MARU, Jap. str., 3,437, Greene, May 31.  
Toro Kisen KaishaPHANANG, German str., 1,021, Calder, June 8.  
Melchers & Co.RANDEK, Dutch steamer, 2,256, Day, June 7.  
Butterfield & SwireSANDAKAN, Ger. str., 1,374, Brandtetter, June  
6, Melchers & Co.SARMA, German str., 2,052, Paetow, May 31.  
Hamburg-America LinieSIMONGAN, Dutch str., 1,813, Sandman, April 18,  
ChineseTAIFA, German str., 1,063, Schipper, June 9.  
Meve & Co.TAISHAN, Amr. str., 1,216, Patterson, June 8,  
ChineseTITAPUE, German str., 1,258, Krutefeldt, May 22,  
Jensen & Co.TANTAN, German str., 1,002, Sanders, May 22.  
Arnhold, Karberg & Co.UNIVERS, Norw. str., 1,835, Egeaes, May 27.  
OrderWINGSANG, British str., 1,517, Sollas, June 5,  
Jardine, Matheson & Co.

SAILING VESSELS.

COLEST BURLIF, British ship, 1,784, Jeffry, May  
23, OrderERIE J. RAY, Amr. barque, 958, Kater, May 24,  
Sander, Weller & Co.LOUISE J. KENNY, Amr. schr., 155, Olsen, Mar.  
30, MasterM. de Villars, French bark, 1,171, Rioud, May  
31, E. A. Trading Co. LimitedSARDIS, American sch., 240, Hayner, May 31,  
OrderSEA WICH, Amr. ship, 1,172, Howes, Feb. 21,  
MasterSUSSEX, British bark, 1,212, Guthrie, May 17,  
MasterVALD OF DOON, British sch., 717, Petersen, May 28,  
Sander, Weller & Co.

## HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. C. G. F. M. Cradock, at  
TakuAlbatross, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. E. D. Hunt, at HongkongArothusa, cruiser, 4,300 tons, 10 guns, 5,000  
h.p., Captain J. Startin, WoosungArgonaut, battleship, 11,000 tons, 16 guns,  
Capt. G. H. Cherry, R.N., at ChinkiangAstraea, cruiser, 4,300 tons, 10 guns, 9,000 h.p.,  
Captain C. J. Baker, at ShanghaiAurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,  
Capt. E. H. Bayly, C.B., at WoosungBarfleur, battleship, 10,500 tons, 14 guns, 13,000  
h.p., Capt. G. J. S. Warrander, at WeihaiweiBlenheim, 1st class cruiser, 10,000 tons, 12 guns,  
21,411 h.p., Capt. F. H. Henderson, C.M.G.,  
at WoosungBramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. M. Leake, at WuhuBrisk, cruiser, 6 guns, 5,000 h.p., Comdr. Sir B.  
R. S. Wray, Bart., at HankowBritannia, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. E. A. Baird, at WeihaiweiCenturion, flagship, 10,500 tons, 14 guns, 13,000  
h.p., Capt. J. E. Jellison, C.B., at Taku



